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RECOLLECTIONS

an informal history of the roseburg b.l.m. district

BY JIM HART

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RECOLLECTIONS

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When I first came to work in the BLM Roseburg District back in June of 1952, there were eleven employees in the District. The office was located in the old Post Office building on Cass St. Jim Watts was District Manager back then. He had taken over from Jim Slattery in 1949.

There had been a land office in Roseburg even prior to 1900. The O&C timber sales officially begain in 1917. Then in 1938, a year after passage of the O&C Act, the Roseburg office of the O&C was opened up as one of three such offices. The other two were in Eugene and Medford.

Up until 1952 the forest inventory was handled out of the Portland Regional office with a crew working district by district. The earliest inventory by District personnel was done in 1952. There was a lot of walking as the only access to upper Rock Creek and Canton Creek was by the jeep road from the North Umpqua to Huckleberry Lookout along the main divide. Likewise, the access into Cow Creek was by walking along the railroad.

In 1952 the total vehicles in the district were one Jeep, one power wagon, three sedan deliveries and one sedan.

The first training for new employee orientation was in 1952. It was probably 15 years later that the forerunner of the Put It All Together sessions began.

Personnel in the district:

1951 - 11

1952 - 20

1959 - 28

1960 - 62

1964 - 70

1977 - 124 (not counting Rd. Maint.)

1984 - 168

The earliest specialists were soil scientists, and they didn't come on board until around 1968.

In the early and mid-1950's the primary management need in the District was for access across private lands. The earliest R/W agreements were "arbitration" type where the landowner could charge whatever he wished, and if there was a disagreement it was settled under arbitration rules of the State of Oregon. Roseburg Lumber R-251 was one of the largest arbitration agreements.

Most of District Manager Watt's time during 1951-55

was spent negotiating R/W agreements.

Early timber sales were requested by specific companies, and this practice continued (modified) into the 1950's, when annually we put out notices asking the companies for suggestions as to what areas they wanted put up for sale.

Most sales in the 1940's and very early 1950's were "seed tree" sales, with two to five trees per acre being left. They were sold by legal subdivision also with cruising being done on a 20 percent strip cruise basis. Some of the last strip cruising was done on sales of fire-killed timber resulting from the 1951 Hubbard Creek burn - particularly Sec. 13, T.26S., R.8W., W.M. That fire burned 17,000 acres. Rehab efforts there included the first attempt to seed grass as a cover crop, and Ponderosa Pine was also planted.

Definition of D.F. log grades used in 1951, 32-foot length logs:

No. 1 logs are old growth logs at least 30" in Diam., surface clear, free from excessive sweep or slope of grain. The first tree that will make a No. 1 log is a 44/5.

No. 2 logs are logs at least 75% free of knots in excess of 3", any number of smaller knots permissible.

No. 3 logs are those logs which are merchantable but are not good enough to be No. 2 logs.

In 1952 the District got funding to put up salvage from 1950-51 windstorms. That additional funding allowed the work force on the District to increase from 11 in early 1952 to about 20 by that summer.

The first salvage sale near Camas Mt. Wayside Park was in 1952.

The clearcuts in Cleghorn Creek were put in during 1951 and 1952. I remember camping on Cleghorn Creek in July of 1952 and being rained on with no rain gear. West Coast caulks cost $25/pair and a GS-5 salary was $3400/year. Housing was difficult to find, and you had to get on a waiting list for apartments such as the Winchester Apts. One-BR apartments rented for $80/month unfurnished.

Dick Thompson constructed a log house along the South Umpqua River near Sun Studs Mill and practically every employee in the District was involved in some phase of construction (1953). This house is visible from Hwy. 5 south of the fairgrounds.

Joe Danchuck was bullbuck at Roseburg Lumber before Cliff Bryden and he supervised the construction of a log stringer bridge across Jim Creek in Sec. 11, T.27S., R.2W., W.M. in about 1956. In 1954 some loggers put a log stringer bridge across the N.U. River just below Mac's place and trespassed BLM timber in Sec. 11, T.26S., R.3W. W.M. We used an aluminum boat to cross the river near where the Swiftwater Bridge now stands to cruise up the trespass.

Duncan and Felt were two early loggers whose first BLM sale was salvage timber along the road in Sec. 1, T.27S., R.2W in 1954. Felt later did a lot of selective logging for Roseburg Lumber Co., in Cow Creek.

Forrest Soloman of Mazama Timber got his start as a logger for Martin Brothers Box. I can still see them with a highlead, heelboom rigged up yarding to a road just out of Hubbard Creek in 1952.

John Markham, the father of State Legislator Bill Markham, was in the timber business in Washington and in the 30's he sent cruisers into Oregon to cruise stands for possible purchase. Al Keatly was one of those cruisers who cruised the private timber in Stouts Creek and Shively Creek which became Markham lands and later were milled by Stomar in Riddle.

U.S. Plywood logged one of the first pieces of private timber in Canton Creek. They set up a highlead pole on the Eastside of Canton Creek and proceeded to log downhill across and through Canton Creek in the winter time. It was a real muddy mess.

Downhill hi-leading was quite common especially in Smith River. Roads were punched up the streams and most yarding was to the stream. From a reforestation standpoint, looking at the reproduction, it is hard to argue with that practice.

There were a few steelhead and a lot of cutthroat trout in Smith River near the vacinity of Cleghorn Creek in the early and mid 50's. Ditto for Rock Creek near the present Rock Creek campground.

Per diem use throughout the 1950's was quite common.

Employees working in the Drain Unit camped out on Smith River and Cleghorn Creek in the summer and stayed in Drain motels in the winter. One of the places the Drain people used to camp out at was, I believe, the old Panther Creek School in Smith River. South Umpqua employees camped at the county park east of Canyonville and stayed in motels in Canyonville. North Umpqua employees stayed in cabins (bunk houses) at Millpond when the Douglas County Lumber Co. mill was running and ate at the mill's kitchen and later stayed at cabins in that area. When the first sales were made at the head of Canton Creek, North Umpqua personnel stayed at the Forest Service Layng Creek Guard Station above Culp Creek. It was routine in those days to be in the field Monday through Friday and very common to be out four days at a time.

Per diem rates through the 1950's stayed at $8/day, and on infrequent trips to Portland you customarily stayed at old downtown hotels like the Danmore and Mallory. The Regional Office was on Swan Island, then about 1954 it moved to the Omark Bldg.

When staying in Drain motels we would double up, with some in sleeping bags on the floor in order to have enough money for meals. Dinner was usually eaten at the Taste Freeze at the junction of Hwys. 38 and 99. We usually stayed in a motel on the bank of Elk Creek at the Hwy. 38 and 99 junction. It is no longer there.

When Section 5 of T.21S., R.7W., W.M., was being developed, we stayed at International Paper's camp on the river just above Scottsburg. They had bunk houses and a mess hall. We traveled into Smith River via Weatherly Creek Road. I.P. dumped their logs at Scottsburg and rafted them to Gardiner.

The first clear cut units on Lane Mt. in Sec. 25, T.27S.,R.4W.,W.M. resulted from precruise work done in 1952. The entire section was typed and topogged by running paced lines ten chains apart. When the sale was logged and timber was hauled out to the Buckhorn Rd through Sec.23, I remember a no trespassing sign near the bottom which read 'Closed to all Civilians'.

The initial clearcuts in Sec. 19, T.27S.,R3W were put in during 1954.

Early recollections of anadramous fish in the streams were seeing steelhead in Bob Creek near Sec. 20, T.26S.,R2W.,W.M. in the early 50's and also in Rock Creek near the present Rock Creek recreation area.

In 1957 there were Coho near the North Section line of Sec. 23, T.25S.,R4W., W.M. - Norris Creek - that would have been in November.

Upper Smith River had a good run of steelhead and cutthroat trout prior to 1955.

We put a small clearcut near Shivigney Lookout in 1954, Sec. 34, T.26S.,R.2W.,W.M. on Thunder Mt. In the late forties and about 1950 there was a logging camp known as Mist Logging Co., at the junction of Thunder Mt and Little River roads (Peel).

The extensive layout in Secs. 29, 30, 31 of the Smith Ford area was done in 1953. At that time the N. Umpqua Hwy. as we know it ended at Susan Creek, and while working on those sales we camped out at what is now the Susan Creek Park.

The major power transmission line along the North Umpqua was put in in 1954-55. The trees were logged and the r/w cleared before we even cruised the timber. It was stump cruised after the fact.

During the early 1950's Woolley had a sawmill down on Smith River and trucked rough lumber out to Drain to his planing mill.

The road on down Smith River from Cleghorn Creek was laid out in 1956 into Sec. 5, T.21S.,R.7W., W.M.

While working in Brush Creek we occasionally stayed at one of the old ranch buildings owned by the Rices.

Roseburg District employees,

all 20 of them (1953)

The first units into Secs. 9 & 17, of T25S.,R2W., W.M. were put in during 1955-56. When Douglas County Lumber Co., logged these units they used cable and a cat to pull the sugar pine up hill to improve recovery.

The first units put in Sec. 11, T.24S., R.4W. were in 1954. The units in Sec. 15, Oldham Creek were put in about 1958 (Soulia worked on these).

Martin Bros. Box had a large mill in Oakland and Fir Manufacturer (FIRICo.) had a large mill in Myrtle Creek. There was also a sugar pine mill operating at Tiller until 1954 or 1955.

Empire Millworks and L&H Lumber operated at Sutherlin and Hult Lbr. Co., was at Dillard.

The plant at Winchester was built in 1950-51 with the idea of utilizing cull logs not used by area mills. It never made a go of it as other mills figured if a new mill can operate on our culls, then so can we. This mill was acquired and operated by Evans Products in the late 1950's and early 1960's.

Stomar Lbr. Co. operated the mill that is now Roseburg Lumber's in Riddle, and the plywood mill in Green was run by National Plywood. When Roseburg enlarged the Riddle Mill they kept the old mill operating and built over and around it.

The site of Roseburg Lumber's original sawmill was on Diamond Lake Blvd. where their truck shop is now. This operated until the mid-1950's.

When I first started at BLM, the district program worked the entire district. There were two people who cruised and appraised all green sales and two who cruised and appraised salvage. There was one three-man team that did green sale layout and a two-man team on salvage. Also, there were two contract administrators. Reforestation in those days was by natural seeding and a limited amount of planting under timber sale contracts.

Mike McCormick's dad was one of two BLM assistant managers here in the early 1950's. Mike is with DFPA.

It wasn't unusual in those days to have a shotgun in the rig, and more than one grouse and pheasant was taken on the way to and from work.

There were some memorable accidents during those times. Joe Patton ran his jeep off the Brush Creek road into a pile of rocks but was unhurt. Karl Remy, now District Appraiser in the Salem District, sank an axe blade into his leg below the knee and had to be carried up out of a unit in Deadman. Karl weighed over 200 pounds.

In 1952 a two person inventory crew consisting of Dave Olson and John Ostbo were working Canton and Upper Rock Creek. They camped on the ridge between the two drainages. For transportation they had a 1950 Chev panel-two wheel drive. Their brakes gave out and they radioed in thru DFPA from Huckleberry Lookout.

Maynard McCormick and I took a jeep and a Dodge Power Wagon up to tow them in. In order to hold the rig on the down grade we tied on to it from behind with the power wagon and went in front of it with the jeep. We towed it in this manner all the way out of the Mace Mt. jeep road to the old North Umpqua highway east of the Circle H Ranch.

On another occasion, on the same jeep road, I believe it was Red Linson who ran a jeep over a rock at least a foot in diameter and was lucky not to have been knocked off the road and down a steep side slope.

During 1954 Dick Thompson and I ran the South line of Section 25, T.25S., R.2W., W.M. Just north of the line were the remains of a plane which had crashed on the south slope of Fairview. It had been missing for several years and was discovered when a hunter's dog came in carrying a human hand (bones), during the hunting season before we ran the line.

You could see why the plane hadn't been seen from the air. There was a top missing from one fir. It was almost as though the plane had come down tail first through the trees.

One of the original surveyors in the South Area (Nathanial Ford) was noted for some poor work. In a retracement survey about the turn of the century the surveyor made a statement that pretty well summed up the earlier work. He said, "Although this section line crosses the South Umpqua River four times Ford never mentioned the river in his notes". I believe it was the line between Secs. 27 & 34, T.30S., R.3W., W.M.

Some of the most interesting work was tracing old surveys and searching for section corner markings. Many times you would find no trace of witness trees especially

if the scribed trees were madrone. On occasion, though, you would discover one and it would give you a sense of accomplishment.

About 1956 I was in Cleghorn Creek I believe between secs. 9 & 16, of T.21S., R7W., W.M. I was pacing west from Cleghorn through steep and brushy terrain. When I came to forty chains I began looking for evidence of scribe marks and after searching awhile found a short D.F. snag about 44" in diameter and on a piece of loose bark a scribe mark of ¼S. That was the only evidence found but it was enough to restore the corner.

It made you appreciate the work of some of the early surveyors as you can imagine the remoteness of Cleghorn back in the 1870's.

Strip #647

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

6	5	2	1
7	8	3	4
10	9	14	13
11	12	15	16

T. 25S. R. 2W. SEC. 23
ESTIMATOR J. Hart COMPASSMAN
DATE 7-1-54 COUNTY Douglas
TYPE [illegible] AGE NO. RUNS
CHECK 40 TO SHOW COURSE → MARK CORNERS FOUND "X" ____ ACRES APPLIES TO ____ ACRES

DBH	GRADE	NO.	VOL.	VALUE	DBH	GRADE	NO.	VOL.	VALUE	CULLS	SNAGS
D.F. Snag											
					12/11	1	5				
24/2	2	2									
	3	1									
	2										
					22/2	2					
					5	1					
						2					
G. S. Pine			C	S							
12/2	3	1									
2-3/3	3	1									
22/4	2	1			G. W.P.C.						
24/5	2	1			16/1	1			12	2	
4-6/7	2										
18	2										
20/8	22										
					G. Hemlock						
					12/1	3	13		9	2	
							1		12	2	
							13		16	2	
							2		20		
							2		21	1	1
						3	3		32	1	
						2	2				
					22/2	2	1				
						3	1				

I had a fellow pulling string for me in Tyee, I never complained much if the strips were narrow or wide but as I was cruising a strip the strings got closer and closer together and finally at a stream they intersected, one going beneath the other and they just kept going. First time I'd ever had someone cross his own string line and not be aware of it.

We were running line in the same area when this fellow stepped on a yellow jacket's nest and he jumped, waved his arms so violently that his wristwatch flew off into a bunch of salal. We found it after much searching.

I cruised a unit behind the South Fork Guard Station in Sec. 1, Smith River, while camped out. It was a stand of sound timber with a lot of trees, 28 to 40 in D.B.H. We put in a long day and one day's work came to over 900 MBF. Sam Heaney was District Cruiser/Appraiser and he picked that day's work to check. He drove from Roseburg to check it and he couldn't believe that it had all been done in one day. I don't know if he really cruised it all or not as he never showed me his cruise - he just said it checked out o.k.

Roseburg Lumber had a system during the 50's of hauling loaded trucks from the vicinity of Taft Mt. and to a level area near the Little River Hwy. They would unhook the trailers there and other trucks would hook them up and make the trip to Roseburg.

Dupper and Reeves were partners in logging on Lane Mt. in early 50's.

Hanson Brothers did much of the logging south of the North Umpqua River in the Smith Ford area during the 1950's. They logged for North Umpqua Timber Company and Youngs Bay before U.S. Plywood (Champion) bought those companies out.

Harry Young logged extensively in the upper Rock Creek drainage for Umpqua Plywood and Firmco (Fir Manufacturing) also during the 1950's. Harry Olson did a lot of road and line location work for Youngs Bay and U.S. Plywood.

Associated Plywood used the old log pond along Little River in Sec. 29, T.26S., R.3W and a lot of the timber from Upper Wolf Creek was dumped in that pond.

We take the main road system in Rock Creek pretty much for granted, but in the mid fifties there was a lot of

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Land Management
Roseburg, Oregon

June 26, 1953

Memorandum

To: The Staff

From: District Forester

Subject: Assignment of personnel under unit management, effective July 1, 1953

DRAIN AREA

Unit Forester	Ed Zaidlicz
	Wallace Chapin
	Howard Richmond

NORTH UMPQUA AREA

Unit Forester	Harold Lynd
	Dave Olson
	Ken Mak

LOWER UMPQUA AREA

Unit Forester	Ralph Healy
	Richard Thompson

DILLARD AREA

Unit Forester	Ernest Black
	Pat Barden

SOUTH UMPQUA AREA

Unit Forester	Lorin Welker
	James Hart

APPRAISALS

Appraiser	Cecil Smith
Compassman	Alan Thomson

ENGINEERING

Engineer	Jack Berkshire
	Jim West
INVENTORY	John Fields

James W. Watts

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Land Management
Roseburg, Oregon

June 26, 1953

Memorandum

To: The Staff

From: District Forester

Subject: Assignment of Cars - Effective July 1, 1953

Individuals or groups to whom these cars are assigned will be held fully responsible for lubrication, maintenance, and proper use. It may be necessary to borrow cars at times for special assignemnts. Unit Foresters will be expected to furnish a Jeep to the Engineer when required for work being performed in their area.

Watts	Pontiac Sedan
Winn	Ford Coupe
McCormack	Present Jeep
Smith	Present Jeep
Berkshire	Pontiac Panel
Fields	Chevrolet Panel - I-266
Zaidlicz	Present Jeep - Chevrolet Carryall
Lynd	Present Jeep - '49 Chevrolet Panel
Healy	Jeep - 47833
Welker	Old Jeep - '48 Chevrolet Panel - I-268
Black	Present Jeep

James W. Watts

District Forester

work put in to justify purchasing the system from private companies. Determining shares was quite a problem.

* * *

There is considerable agitation from newer employees to be given different assignments in a short time. By contrast when I began with BLM I was compassman for the District Cruiser for a year (pulling string and taping trees). I did get to work on timber trespass and timber sale layout during this period.

I remember a day when I was running compass for Cecil Smith in 1952 down near Jackson Creek. Cecil was a cruiser/appraiser with many years of experience. We were walking up a steep ridge with Cecil ahead, and I noticed he was about to put his foot on a rattler. I told him to step aside. When he did, I hit the snake with the branding axe. Cecil gave me hell for dulling the blade.

He didn't have much use for young foresters. As we drove Hwy. 99 work was then beginning on the interstate, and Cecil would refer to the flagmen as foresters who didn't know their butt from their elbows.

When we camped out we arose early and it was not unusual for him to be up chopping wood for the fire by moonlight with the stars still showing.

One time Cecil was called as a government witness in a trespass trial. The defense attorney sought to discredit Cecil as a witness with knowledge of timber by asking just what experience did he have. Cecil said, "Well, it all began back in 1916." The attorney quickly changed his line of questioning.

The old cruisers weren't infallible. I once taped a 108-inch fir in T.24S., R4W., W.M., for Cecil. It was eight 32-foot logs to a 30-inch broken top. Cecil gave it ½ a butt log and when felled it was sound to the break.

I cruised some salvage up Thistleburn for a portable mill owner named Wilson. One snag I chopped on and it was sound. But when felled it shattered into dust. I had chopped into the only sound wood in it.

Before making a sale layout it was customary to "precruise" a section. This was done by chaining along one boundary and setting tally stakes every five chains. Then strips were run (paced) at right angles 10 chains apart, and contours, timber types, rock, etc., were mapped. These were consolidated into a map of the section, then the layout and roads were planned.

Cruising at that time was done on a 32-foot log basis. Stumpage prices, which had been around $2/MBF in 1939, were up to $28/MBF by 1951. The Roseburg District's allowable cut in those days was 90 MMBF annually, and all timber sale contracts had to go to Portland for approval.

Slash burning was all done in the fall and it wasn't unusual to have the operator set fires before you got on the unit. We had one along the Lindsell Road Sec. 35., T.26S., R.3W. that was burned in 1954. Before we got to Little River you could see a big smoke cloud and it looked like all of S.35 was burning. Fortunately that fire stayed mainly in the unit.

Harold Woolley was probably one of the best slash burners in the county. He would go out by himself with a box of matches and do most of the burning. Having been born and raised in Smith River area he had uncanny judgement of when to touch off a unit. Most were burned without damage to green timber.

There has been a tremendous change in utilization just over the years I've been here. We had a sale in upper Deadman which, when they finished yarding, had a deck at the landing you wouldn't believe. This was before any chip market or much demand for firewood and all that material was burned as slash.

Every sawmill had a wigwam burner and there were at least two adjacent to Garden Valley just east of the railroad tracks. One of these mills was Western Battery as Doug Fir was used in making battery separators.

The Roseburg District boundaries changed in 1954-55. Prior to that time the District included Jackson Creek out of Tiller and also went up to Divide on the Tiller Trail Highway, taking in T.32S., R.1&2W. Some of the largest Douglas Fir in the District was in Sec. 17, T.32S., R.1W. In 1954 the controverted lands (472,000 acres) were given to the Forest Service, and there were some other sizeable exchanges of administration with the Forest Service (230,000 acres).

Several other significant changes occurred around the same time. One was the consolidation of the district into three units in 1954. The first attempt at organizing into

units had come the year before with Dillard, South Umpqua, Tyee, North Umpqua and Drain all being designated as units. This proved impractical, primarily because the South Umpqua and Dillard Units had only two people each, including the Unit Forester. In 1954 we consolidated into three units: South Umpqua, North Umpqua and Drain.

In that same year, the District Office moved from the old Post Office building on Cass St. to the Marion Building on Jackson street, across from the Elks Club. Three years later we moved to a building on W. Harvard (west of U-Mark). Then in 1964 we moved to Airport Rd. north of the DFPA. In 1975, we moved to the district's present location on Garden Valley Blvd.

Another milestone connected with the year 1954: The District got its first chainsaw in that year. It was a Mall brand (no longer made). That chainsaw was used for the first time in Sec. 19, T.27S., R.3W., WM, to buck blowdown and come up with a defect percentage from sapwood loss.

An external event in the same year also had a significant effect on the Roseburg District. There was a lengthy strike by millworkers, and several mills ceased operation. At the conclusion of the strike the Governor asked for additional offerings of timber. As a result, the District had to accelerate its sales offerings. Those units which had worked to get ahead on their sales had to offer future years' sales in 1954. (North Umpqua was one of those units.)

Here's a picture of the 108-incher I taped up in the Oldham Creek area in 1953 or 1954. The man in the photo is a logger, not a BLM employee.

By 1955 the District's allowable cut was up to 115 MMBF, and by November of the next year it was 163 MMBF.

The allowable cut in the Roseburg District:

1955 - 115MMBF

1956 - 132MMBF

Nov.,1956 - 163MMBF

1958 - 144MMBF

1959 - 166MMBF

1962 - 163MMBF

1966 - 187MMBF

1972 - 194MMBF

During the winter of 1955-56 we had a timber sale contract on Greenman Creek off Little River. The purchaser had felled the timber and some of it was laying in and across Greenman Creek. With heavy rains on top of previous snow Greenman Creek flushed out across Little River Road and in the process knocked a house from its foundation. It was fortunate no one was injured and as I recall, we weren't found liable.

As most are aware, during the 1950's the D.F.P.A. had an extensive fire lookout system. There were lookouts on Huckleberry Mountain, Fairview, Mace Mt., Shivigny, Red Butte, Landers, Bland Mt., Scott Mt., Silver Butte, Wards Butte and Bell Mt.

Also during the 50's Weyerhauser was active in the Calapooyia. They had a railroad from Sutherlin to 24S., R3W. They would truck logs without binders to the railhead and then load them directly onto railroad cars - load for load. Bob Mitchell worked for Weyerhauser before joining BLM in 1956.

One of the first field jobs Bob went out with me on was to look at blowdown in Sec. 25, T.22S., R.5W., W.M. A rancher named Turpin who lived in Scotts Valley wanted us to sell it but he wouldn't give us a right-of-way so we never sold it. Turpin was interesting to talk with. He had been a pitcher for Seattle in the old Pacific Coast League.

Spar trees used to be topped by sawing and by using dynamite. I watched one that was blown off in Sec. 7., T.23S., R.6W, in 1955. The climber had axed a groove around the tree and then wrapped an inner tube of explosives around the tree in the groove. When we later looked at the top on the ground the inside of the tree was completely rotted with brown rot. There was only a rind of about 3" of sound wood. They went ahead and rigged the tree and yarded to it. They said it was guyed well and all they needed it for was to hold the rigging up.

Probably the earliest streamside corridor was recognition of the North Umpqua as early as 1950 when a ½-mile buffer was designated to be left on either side of the River.

Some of the earliest recognition of buffer strips and riparian areas occurred about 1956 when instead of putting roads up the bottoms, roads were put up on the slope and units logged uphill (Johnson Creek in Smith River was one of these). Layouts were also done by putting boundary lines along small water courses and yarding away from the streams instead of across them (N. Fork of E. Fork Rock Creek was an example).

* * *

In the mid-fifties Fran Horak, inventory Forester, was looking for his jeep one weekend and it was missing. It was being used by the District Manager and his hunting party for an elk hunt out between Roseburg and Coos Bay. Fran threatened to report the jeep stolen and was being egged on by several other employees. The Assistant D.M. had quite a time talking Fran out of reporting it.

Another time one of the jeeps showed up with a bullet hole through the front floor panel. I don't remember if it went into the engine block or not.

One other vehicle accident comes to mind. Karl Remy was a passenger in a jeep which had the metal dash. In a head on crash Karl was wearing his hardhat and put his head into the windshield. He hit the dash with his shoulder with such force it buckled the metal. Karl escaped with only bruises. This was before seat belts.

Horak and the South Umpqua crew were staying on per diem at the park east of Canyonville. Late one evening the unit forester and Dick Thompson drove into camp late and pulled the front of the jeep right over Fran's sleeping bag. As Fran raised up from his sleep he struck his head on the winch and there were two supervisors who

nearly got their clocks cleaned.

Doug Burgess (now deceased) was an employee you could tell a hundred stories about. He drove fast and claimed to have quick reflexes. I told him to slow down because sooner or later he was going to be in a situation where his reflexes weren't fast enough. He also liked to drive with his hand on the top of the wheel. He was involved in a head-on and ran his fist right through the windshield.

Soulia told him once while going up Boomer Hill that if Doug rolled the rig Bob was going to knife him with his belt knife before they crashed. I guess that slowed him somewhat.

The DFPA used to have meetings at the beginning of each fire season. These involved operators, DFPA and BLM and were often held at the Community Building in Canyonville and Yoncalla (at the trap shooting facility). Women from the local grange would cook the meals and there was good food and drinks.

Some of the early inspectors were Harold Tonole, Glen Cole, Frank Buzzard and the DFPA head was Fred Southwick.

Don Woodman was a forester from Louisiana and had said he was fond of bear meat. Gene Puckett, who built the log cabin up on Honey Creek, drove into the office on west Harvard with a big black bear for Woodman. When Don showed up at home with it he came close to having a divorce as his wife had to skin it.

The first timber sale handbooks developed by the State Office came in 1955-56. These were largely the results of efforts by Ed Zaidlicz, who was Unit Forester in Drain in the early 1950's.

Clearcuts were first put in Yellow Creek, Sec. 9, T.24S.,R.6W., W.M. in 1952-53 and we camped on the area while laying out the sales.

The local S.A.F. included Coos Bay as well as Roseburg and we had some well attended meetings. Duffys was one of the meeting places here in Roseburg.

We had a forester work for us in the Drain Area in 1955-56 from Idaho. He was only here a short time then returned to Idaho where he became Idaho State Forester - Jack Gillette was his name.

The recent downtown Roseburg celebration with logging parade reminds me of a similar parade in 1955 when Martin Bros. Box Co. drove about a dozen orange and black brand new log trucks down Jackson Street. Of course they are out of business and their mill in Oakland is long gone. Dick Grant used to work for them.

About 1956-57 the first semi-detailed right-of-way agreements were negotiated with a push from Unit Forester Sam Heaney in the North Umpqua Unit.

Up until the early 1970's the district vehicles were BLM-owned, not provided by GSA. The first small fleet of four-wheel drive vehicles were Jeep station wagons purchased in 1952. It was not until 1955-56 that we got new Jeeps, some of which were equipped with winches.

With the lack of logging roads, a number of jeep roads were built to help in sale layout and cruising. One of these was built in the Mellow Moon area and deadended just above Canton Creek in 1956. It helped considerably when the Canton Creek Access Road r/w had to be posted.

The main road connecting Rock Creek and Scott Mt. via Kelly Creek was put in about this same time. The original location was walked with representatives from Weyerhaeuser. I believe the final connection was made in the early 1960's.

Jim Creek, Sec. 9, was laid out in 1954 with Secs. 11, 17 and 19 developed in 1958-59.

The reforestation program really grew in 1956-58 when the O&C counties agreed to increase the amount of their receipts share being returned to the Bureau. This period brought quite a growth in the number of personnel. Bob Soulia was one of the new people who came aboard during this time In order to lay out scarification, snag felling, brush removal contracts, we worked a lot of overtime. This was probably about the first time we were ever paid anything for overtime work.

Reforestation appropriations (O&C total):

1954 - $65,000

1957 - $189,000

1958 - $974,000

1960 - $583,000

1961 - $680,700

1962 - $800,000

1963 - $950,000

The first aerial spray was in 1957. Mostly it was to knock back brush field competition. There was quite a push at that time to let snag falling contracts. A sizeable number of snags were felled along with removal of seed trees from the old subdivision sale areas.

In 1957 or 58 the State Director, District Manager, Unit Foresters, District Engineers and representatives of the Fish & Wildlife Department walked the proposed route of the Canton Creek access road. It was a two day trip from the head of Canton Creek down. Virgil Heath was State Director at the time.

The first phase of the Canton Creek access road was built about 1958; Cow Creek in 1959; Tyee in 1961.

Some of the timber on the Canton Creek Access Road was sold under a scale sale. Bohemia tried to get Canton Creek developed from the top but we were able to keep the rights by easement for the access road and prevent them from controlling the road under a right-of-way agreement.

The earliest development in lower Canton Creek was a sale in Sec. 23, T.25S., R.1W., W.M. near Scaredman Creek Shelter. It was laid out in 1957 and had a good number of high quality sugar-pine. We made a real effort to leave a sizeable buffer and stay away from Scaredman Creek.

Douglas County Lumber bought the first sales in Shoup and Harrington Creeks and built both the initial roads. They also built the roads in Sec. 7, T.25S., R.1W., W.M. which were designed roads. Jack O'Brien did one of these as his first design job.

When the Kelly Creek Road was being built Manly Watson was the contractor and he had never built a road from a design. He was used to just building to a flagged P-line. He had quite a time and had to start over in places to get a correct angle on his backslopes. One day when Sam Heany, the unit forester, was out on the site Manly asked Sam if the backslopes were o.k. Not getting a reply he jumped in his pickup and drove up one of the backslopes, jumped out and asked Sam if that was good enough - It was.

Cruising schools used to be quite common. When we changed from the 32' log grading to the 16 foot log, a school was held during 1959 in Sec. 23, T.25S., R2W., W.M. It was put on by the State Office whereas most of the schools were conducted by the District Appraiser.

One of the schools was held in Camas Valley in large old growth and it was extremely defective timber. 1956 - Sec. 25, T.25S., R.3W was another school.

In 1957 we changed from standard taper volume tables to form class volume tables to do this required taking form class measurements on lots of D.F.

Cruise volumes and values used to be done by hand using a "squirrel cage" - a drum type device for volume and value for each DBH and grade combination for each tree. You turned the drum to whatever combination then wrote the vol. and value for each. In 1957 Soulia and I turned in a suggestion for using a hand held recorder for cruising. It was rejected as not being practical.

First segment of Canton Creek road (1957) outside Steamboat

SOME CANTON CREEK EPISODES

By Bob Soulia

"B" Segment of the Canton Creek Access Road started in Section 23, T.25S., R.1W and went north past Camp Creek, Wolverine Creek, Trapper Creek, Grizzly Creek, and Ringtail Creek; then up Pass Creek and the east fork of Pass Creek to some private land in section 10, T.24S., R.1W., a distance of about ten miles. "C" segment started in Sec. 10 and went mostly north to meet Eugene District roads coming in from Clark Creek and Elk Meadows.

Had we known what a project it was, we would have gotten an extra person to move camp for us each day, and, with luck, might have completed the project in a week or two. As it was, we worked it from both ends and the "middle" which was a low grade pig path coming from the west in the vicinity of Mellow Moon Springs. This "jeep road" was barely driveable in dry weather and this is what happened when it rained: We had our rig parked at the junction of Ringtail Creek and Canton Creek in Sec. 35, T.24S., R1W and were working up Pass Creek in Sec. 23, I don't remember when it started to rain, but we dropped everything and started running back to Ringtail Creek and our jeep wagon. I think we would have made it out o.k. but there was a flat on one rear tire. The nut was rusted on or cross threaded on the spare and we couldn't loosen it no matter what we called it. In desperation, I grabbed the tire and yanked. The bolt broke and we got under way but by then it had rained enough to grease up the ruts. The winch was used twenty or twenty-five times. Doug Bond did all the driving while Tommy Watts and I pulled out the winch. It was after eight p.m. when we got to Mac's place at Rock Creek on the North Umpqua. Good old Lavola Bakken was still holding chow for us.

That same day, the B.P.R. road staking crews had taken two rigs down to the same place - one a two wheel drive - they didn't get out until after 10 o'clock. Boy were they hungry!

On our "worst" walking day, we hiked in five miles, cruised and tagged one mile or right-of-way, and hiked out six. This was along the Canton Creek Pack Trail, but we had to cross the creek thirteen times on mostly hardwood saplings the B.P.R. had cut down for foot bridges. The beaver gnawed the bark off leaving a slick trunk to walk on. On some days, the water was over the trees which made for tough going and the creek was icy cold.

On hot days, we tried swimming but the water was so cold it took Red Linson a week to get over his knees. However, Tommy Watts could stay in a few minutes.

There were several incidences in which someone got hurt or was in trouble from hypothermia. One B.P.R. crew Chief fell off the cliffs in section 14 about a mile from the rigs. He broke the tibia in one of his legs just above the ankle and was trying to walk out since his teammates couldn't pack him. We tried to make an improvised stretcher for him but he was so heavy that nothing would work. Red and I tried to pack him in a crossed hands carry but he weighed so much that we soon had our wrists scratched and bloody and sweaty and just had to carry him piggyback. He still had to crawl over the wet spots and blowdown, but we did finally get him out and then went back to work.

Another day, Red and I were hurrying out late in the evening trying to make it to the rig before dark, when we met two recreation people from the Washington Office making a hot drink over a fire. In spite of our urging, they wouldn't hike out with us. It was a nice bench and being from the east they wanted to enjoy the beauty of the out-of-doors. Red warned them that it wasn't so pretty in the dark and we left. They got to the Steamboat Inn where we were staying about eight o'clock. What messes; tired, dirty, scratched and with their clothes in shreds. They had missed the trail and had to crawl out through the brush in the pitch dark.

Before we had finished the cruising and tagging, people were starting to check out the "road" so that they could bid on it. One fellow and his wife were several miles in from the Steamboat end checking out the construction costs - the lady was taking notes.

One contractor came into the office and wanted me to hike down the "p" line with him and his partner to show them the "road" and talk about what recovery I had taken from the timber.

Since I couldn't take every one on a show me along the "p" line, I told the contractor I'd take leave and hike down with them. Sam Heany, the boss, said to go ahead and that I didn't have to take leave. My day began at 3 a.m. at the cafe at Anlauf. By daylight we were starting down the "p" line on Pass Creek when the fifty plus year old logger partner who had just driven in from Wyoming without sleep fell into a pool and sank to his armpits in cold water. I tried to get him to wear my warm jumper but he was tough. We got to the trail head just before dark. His wife wasn't there to meet us and by then he couldn't walk so we put an arm of his each over our shoulders and started down the road. In a few minutes, we got a ride to the Steamboat N. Umpqua Junction on the back of a pick-up. From there I ran to the Inn, found his wife and sent her after him. He was fed, given hot drinks and taken home. The partner and I got to Roseburg about 10 o'clock that night and still had to go to Anlauf for my rig.

Canton Creek in its natural state was the most beautiful stream I had ever seen in my life and I had seen some good ones in the east, Rocky Mountains, California and the South Pacific so I started bitching about the road location. Sam, my boss, the District Manager, and someone from the State Office decided to walk down it to see what I was fussing about.

Now ten miles through the boonies is a stiff jaunt for office people, so they decided to have Jim Hart meet them at Ringtail Creek to set up camp, cook a meal, and blow up their air mattresses. Jim said that he didn't mind setting up camp and cooking but he was damned if he was going to blow up their air mattresses for them. Here was a golden chance to get his goat so I told him that they'd be tired and appreciate any comforts but it would be easier to inflate the damn things before they started using them. (Hopefully these aren't my memoirs.)

Their recommendations were to have Washington Office people look at the road location and decide what to do. These people ultimately came out and stated that the road should be pulled up away from the creek. By then, approximately one quarter of a million dollars had been spent on our work and the engineering so the location was left as originally designated. Too bad! But then with intermittent ownership too much couldn't be hoped for anyhow.

During 1956-59 we put up several snag falling contracts. One of the toughest was at the head of the East Fork of Rock Creek, Sec. 21, T.25S., R.1W., W.M. This was also one of the first areas in the District that was aerially sprayed. It was in an old burn with brush over your head. Another tough one was on Thunder Mountain. The low bidder was Karl Doering (later well known as a rodeo clown). He claimed we had way underestimated the number of snags, so we had to go through the areas again, measuring, marking and counting stumps. Warren Burrill was rehab forester and was helping us by tallying the count. As we worked through the unit off Thunder Mountain it became harder and harder to relay the count to Warren. Then we found out why: he wouldn't get off the Thunder Mountain road while the rest of us went down through the unit. As I recall, our count was within 5 percent. It was a good lesson in doing the job right to begin with.

A lot of the earlier settings were mapped using hand compass and pacing and plotted on a grid as you progressed. However, staff compass and chain was also used as early as 1952.

Almost all boundary lines were run by unit crews and fragmented section subdivision was done by our own crews. For example, in Sec. 29 of T.25S.,R.4W., W.M., 12 miles of line was run for timber sale control and also to determine trespass. Ole Olson surveyed in this section in 1957, prior to coming to work for BLM. (It wasn't until around 1977 that the District got its first cadastral surveyor; prior to that our surveying was done by crews working out of the state office.)

Under the unit system that operated here from 1955 to 1962, each unit was composed of a Unit Forester GS-11, a timber sales person GS-9, a plans forester GS-9, a rehab forester GS-9 and a forester engineer GS-9.

The first supervisory training for GS-9 and above was in 1959 with a course developed and put on through the University of Oregon. It was taught by a fellow named Blakeny. These courses were held at night on your own time and were very well attended.

Most all training was conducted in the District and was definitely job-oriented--e.g., cruising schools, contract administrator training.

There was a real grade crunch at the GS-9 level back then. Things opened up considerably when Archie Craft became District Manager in 1960, and several of us transferred with promotions at that time. Craft took over from Merle Winn, who had taken over from Bud Vladimiroff in 1956. Vladimiroff was District Manager here for less than one year.

* * *

In the mid-1950's the Newton Creek development was one of the earliest tract subdivisions near Roseburg. The initial houses there, the basic 3-bedroom models, sold for $8,000 in 1955. In 1956 you could buy homes in the Cloakes Ferry area for $13,000. However, as of 1961 you couldn't sell them for that. The economy was cyclic, and the timber economy around here always seemed to turn down ahead of the general economy and turn up after the national economy had done so.

In order to put the first sales up Miller Creek in 1954, you had to ford Rock Creek and walk into Sec. 23. The original sale was hauled down and across a log stringer bridge near the mouth of Miller Creek. The road as we know it was not completed until 1957.

The road up the N.F. of E.F. - of Rock Creek was laid out in 1958 from Sec. 7 through Sec. 5, T.25S.,R.1W.,W.M. Jack O'Brien did time studies on this road during its construction.

In 1956 the roads that developed Sec. 7, T.25S.,R.1W., were put in and the road on the west of Sec. 7 was 155 stations in length while the one on the east side was about 100 stations.

The development of Sec. 25, R.27S., R.4W., was in 1952. Sec. 19, T.27S.,R.3W., was in 1954.

Sec. 9 or T.24S., R.6W., Yellow Creek, was done in 1952. Dodge Canyon, Sec. 19 and Sec. 31, was in 1955.

Oldham Creek, Sec. 11, was in 1954. Fields Creek, Secs. 7 and 17, was in 1958. Shively Creek was in 1958-60. Suicide Creek was in 1954 and had some of the most defective timber you ever saw. Sec. 19 of T.25S., R.4W., was done in 1957 and practically every tree was conky.

Layout in Cox Creek, Sec. 27, was in 1956 and these trees had considerable quinine conk in them.

Timber quality varied a great deal around the District as it still does. I cruised a 40-acre unit in Sec.13, T.25S., R.2W., W.M., in 1957 and it had only two culls. In contrast, on a unit in Sec. 19, T.25S., R.4W., W.M., you were hard pressed to find a tree without conk. Some of the most decadent timber was in Cox Creek, Sec. 35, where quinine conk was quite prevalent. Suicide Creek in the Dillard Unit also had really defective timber.

We never had radios in the rigs until the mid 1960's or later. The first communication was in the mid 1950's when one jeep (fire jeep) had a mobile phone installed. We seemed to get along fine without radio communication.

A logger named Powell logged most of the early sales in Miller Creek, particularly the first settings in Sec. 23, T.25S., R2W., W.M. in 1954-55.

When the lower Miller Creek Road was designed from Miller Creek along Rock Creek to the Rock Creek Road and the contractor started to build, if he had built it as designed he would have been eleven feet above or below the existing road when he reached the end. This was a state office design as I recall.

Contract administrators used two-wheel drive chevy sedan deliveries. Two were 1948's and one 1949 model, license numbers 272, 266 and 268. It is remarkable the places you could get to with those vehicles. Vehicles were all owned by BLM, no GSA rigs.

The tradition of an annual Roseburg District picnic goes back to 1952. That year the picnic was held on Little River just downstream from the Wolf Creek Job Corps Center. Later picnics were held at the Roseburg Rod & Gun Club.

Christmas parties have been traditional since the early 50's. Several early parties were held at the Veterans Memorial Hall on Garden Valley Blvd. Practically everyone in the District turned out for the parties and/or summer picnics.

We had a BLM softball team throughout the 1950's. We played in a twilight league (there were no lighted fields) over on the V.A. grounds just south of the V.A. golf shop. Most of our games were scheduled for Friday because we were usually on per diem the rest of the week. The hospital had both an employees' and a patients' team. Clarence Gains, who still works there, was a member of one of their teams. We were able to field a team even when we had only 16-18 employees total. Dale Bonnell was our pitcher and the only non-BLMer on the team.

The earliest athletic contests between districts were about 1959. Eugene, Coos Bay and Roseburg played softball at Elkton High School in 1960. Less Dunn, Eugene D.M. pitched for their team and Archie Craft, Roseburg D.M. played on our team. We also had basketball games with Coos Bay and the State Office. At least some of the games

BLM Softball Team (1957): L to R, Jim Hart, Pat Barden, Jim Pederson (back row), Loren Welker, Unknown (w/cap), John Fields, Ernie Black & son David, Dick Thompson, Howard Richmond, Walley Chapin, Francis Horak.

The South Umpqua Unit (1957): L to R, Jim Anderson, Pete Kadaja, Ole Olson, Dave Crumb, Dick Thompson, Bob Lieurance, Bernie Meyer, Al Thomson, Fran Horak, John Prior, Larry Woodard.

were played at the Hucrest School gym and the women working in Administration even had a cheer leader group.

In 1957-58 we were able to hire summer temporaries for the first time, and it was a big help to have them. This was a period of a lumber market downturn, and at one time we had in excess of 30 MMBF in no-bid sales on the North Umpqua alone. The District Manager during this period was opposed to rocking roads under terms of timber sale contracts. We had some Unit Foresters who stood up to him and prevailed in most cases (one was the road into Sec. 5, T.25S., R1W., W.M.). Initial development of the main roads into Deadman was from the top of South Myrtle. The roads were laid out in 1959-60. Clearcuts were put in on Boomer Hill during this same time. Stebbinger, who had a sawmill on Hwy 42 near Porter Creek, and D. R. Johnson were two of the early purchasers of these sales. Stebbinger had obtained money from S.B.A., and it was a constant worry that we would not get installment payments from him. The payments were $25,000 at that time with no cutting bonds.

The first small tract development was in 1957-58 when lots were layed out and staked at Susan Creek. Red Linson, Larry Duncan and I worked on some of this.

There were always operators who you had a hard time with. There was a logger named Freeman who was the most obliging sort you'd ever meet. He would always say, "I'll get right on it," and would never do a damn thing.

While administering sales down in the South Umpqua in 1959 I shut an operator down for not having fire equipment and no water in his fire truck. He was hopping mad and got back to the office before I did. Fortunately, the Unit Forester backed me up.

Douglas County Lumber Co., was one of the best operators (when they did their own logging). If they said they were going to do something, you could depend on it. One time we were having some trouble in getting a semi-detailed R/W agreement from them in 1957. Morris Hallmark was vice president and found one objection after another. In talking to Sid Comfort about it, we told him of the difficulty we were having with the company's vice president. Sid said, "I think I can get it straightened out--I'm the president." A week later we had the agreement.

It was a pleasure to work with such people as Harold and Glen Woolley, Sid Comfort, Bud Johnson, the Sabalas and Wells Logging (Gene and his dad).

* * *

On the night of the Roseburg blast in August of 1959, Bob Lieurance and I were on a fire along the South Umpqua near Slate Creek. We returned to Roseburg late that night and came by the later blast origin near Oak Street about an hour before it went off. I had just gone to bed when there was a terrific explosion. Looking out the window you could see a big fireball and my first thought was that the Russians had dropped a bomb meant for Portland and had missed the target.

I drove in on Harvard but they wouldn't let you cross the river. My wife was in Douglas Community Hospital with my youngest son who had been born two days earlier.

Some of the BLMers, including Al Thomson, had gotten downtown because they lived on the east side of the river and helped firemen pull hose and man nozzels through the night. There were big propane tanks near the railroad which they kept water on. The damage would have been much more extensive if those had exploded.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Roseburg, Oregon

March 6, 1958

Memorandum

To: All Employees

From: District Manager

Subject: Personnel Assignments

The following personnel re-assignments will be effective Monday, March 10, 1958.

J. R. Soulia - Cruiser-appraiser - North Umpqua
Robert Mitchell - Cruiser-appraiser - Drain
Robert Lieurance - Cruiser-appraiser - South Umpqua
Douglas Burgess - Planning - Drain
Warren Burrill - Rehab - South Umpqua
Larry Hanlon - Rehab (acting) - North Umpqua
Leon Olson - Engineering (acting) - South Umpqua
Alex Kennedy - Timber Sales (acting) - Drain
Douglas Bond - Forester (general) - North Umpqua
Wm. McLaughlin - Inventory Detail - South Umpqua
B. J. Mayer - Inventory Detail - South Umpqua

In a few cases it may be necessary that shifts involve a temporary transition period in order to transfer information from one person to another, however, it is expected that this will be kept to an absolute minimum. Such overlapping will be done only after receiving clearance from the District Manager.

As provided in the position description the unit cruiser appraiser will cruise all tracts involving 500 M bd. ft. or more of green timber. No one else in the units will cruise tracts of this nature unless specific approval is received from the District Manager.

The pressure is building up for a greater showing on long range plans and it will therefore be expected that Mr. Burgess and Mr. Arrasmith will spend most of their time on this phase of the work during the next several months. Other arrangements may be necessary in the South Umpqua Unit since Mr. Horak will be busy with the Inventory Crew this summer.

I also want to stress the importance of each unit taking immediate steps to bring the atlases up to date and maintaining them on a current basis. The State Supervisor's staff has indicated that they feel we should place additional emphasis on both long range plans and the management atlases.

The units will look to Mr. Hunt for staff guidance in the field or long range planning.

Merle H. Winn
District Manager

After an organization study in 1960 the District in 1962 went from a unit set up to two areas each headed by an Assistant District Manager. Each area had three Timber Managers responsible for a geographic area and one Resource Manager who handled access, engineering, forest development and recreation for the entire area.

This organization lasted for 13 years. Some of the people who were Timber or Resource Managers during that period are Dick Norlin, George Nishimoto, Jess McCabe, Bob Mitchell, Larry Woodard, Bernie Meyer, Stan Butzer, Dave Taylor, Bruce Ottenfeld, Fred Dawson and Paul Kangas.

Murl Storms became Roseburg District Manager and Don Kobelin and myself became Assistant District Managers.

In 1967 the position of Assistant District Manager was created and the head of each area became Area Managers. George Francis became District Manager in 1966.

I served on another organization study in 1972 headed by Max Lieurance and the study resulted in the organization we have today. It was implemented in 1975.

The first access forester in the district was Paul Sanger. He came about 1960, and this is when the big push for acquiring exclusive easements began. One of the earliest condemnations was in the S.U. and the statement was made at the conclusion of the trial by the U.S. Attorney that the grantor only received half of what he asked. The district response was, yes, but what will be remembered is that he received five times what we offered.

Two major natural disasters had considerable impact on our operations, the Columbus Day windstorm of 1962 and the flood of 1964. Special sales authorities and secretarial waivers were obtained to permit quick salvage of the 1962 blowdown. The 1964 flood took out concrete bridges in Canton Creek, parts of the N.U. county road, shifted the Tyee Bridge across the Umpqua River slightly by undermining the supports. There was debris deposited on top of that bridge. In addition, the old timber bridge across the North Umpqua at Smiths Ford was washed away with never a trace ever seen.

The 1964 flood also took out the foot bridge across Little River at Wolf Creek Falls Trail.

In the early 1960's we ran a field trial on effects of sheep grazing on young Douglas Fir in Sec. 9., T.24S.,R.7W

W.M. in cooperation with O.S.U. Dr. Hugh Black published the results.

We had the accelerated Public Works Administration in early 60's. The Shelter at Millpond was built with this project. The job corps was started at about the same time. Then in 1977 we had the YACC, which Jim Conn headed, and was located up behind Drive and Save Market.

When BLM didn't have a team in the softball league I played for Drive and Save. I was asked to play on a limited basis and I agreed. As it turned out I think we played over 44 games in 1964. We played in a tourney in Eugene against Bo Ellis, a pitcher of some repute.

One of the most memorable games was one we travelled to Salem and played an inmate team within the prison. It was an errie feeling hearing the steal doors slam shut and then having to walk through the yard full of prisoners on the way to the diamond. I can remember one prisoner remarking that we had better win the game as he was betting on us.

It was a very hot day, no shade and for drinking water each team had a milk can filled with ice and water. At the end of the game when several prison onlookers came forward to get some cold water one of the guards tipped the can over and laughed as the water ran out on the dry ground. We won the game and I was relieved to get outside those walls.

* * *

Houses in the Hucrest area in 1963 were selling from $18,000 to $25,000 but again in 1965 the market had turned down and it was difficult to sell.

We had a timber sale of windthrown timber along the Kelly Creek Road near Scott Mt. in 1964. Roseburg Lumber Co., bought it but instead of hauling it down to Rock Creek they acquired rights across the Strader Ranch and hauled it down to the North Umpqua.

It was a scale sale and we put a scale ramp just east of the bridge and across from the Red Barn. Merle Farrier was the scaler and I remember Cliff Bryden trying to give Merle a hard time on his scaling. Merle didn't waste much time in setting Bryden straight.

We did some figuring on road fees due for timber hauled by Evans Products and National Plywood out of Rock

Here's a hard-working forester on Boomer Hill in 1960.

Creek and it appeared we were not getting all we should have. Murl Storms and I visited Tom Clark at National and expressed our concern. We asked if the company had good accountability of its various log truck loads. He assured me they did and while talking he received a phone call concerning a truck load they couldn't account for. We received sizeable (several thousand dollars) road use fee payments shortly after that visit.

We didn't start pumping our own gas until moving to offices on Airport Road in 1964. Since that time we've had our own gas and oil.

By the late 1960's, changing circumstances made it necessary for us to undertake broader responsibilities. An example was the purchase of the Smith River Road. The Woolley Logging Company's Smith River Road (segments between Gunter and Cleghorn) was purchased by BLM on September 12, 1967. This was the first large purchase of private road in the District. The purchase covered 6.81 miles at the price of $61,191 (value adjusted for past fees paid under terms of right-of-way and road use agreement no. R-645)

The purchase was necessary because the private timber lands serviced by the road were cut-over, and the company was not making the necessary capital improvements and maintenance on the road.

A ROSTER OF ROSEBURG DISTRICT PERSONNEL

(Not counting those still aboard as of 5/30/84)

AKEHURST - Allan
ALDRIDGE -
ANDERSON - Jim
ARRASMITH-Paul
ASHTON - Mark
AUSTIN - John
AVERY - Donna
BABBIN - John
BAGWELL - Ed
BAILEY - Mac
BAIN - Jeff
BARDEN - Pat
BARKER - Bill
BASTIN - Dick
BAUER - Manfred
BECKER - Randy
BECKHAM - Dale
BENSON - John
BERKSHIRE - Jack
BINGHAM - Gary
BIRD - Dick
BISHOP - Dave
BISHOP - Hezzie
BLACK - Ernie
BACK - Margaret
BLAIR - John
BOND - Doug
BOYLES - John
BRADLEY - Roy
BRIGHAM - Lyman
BROWN - Marsha
BRUSHE - Hal
BUNN - Dennis
BURGESS - Doug
BURNET - Ruby (Clerk 1952)
BURRILL - Warren
BURT - John
BUTLER - Lee
BUTZER - Stan
BUXTON - Larry
CADY - Avenell
CAREY - K
CARR - Don
CARSTENSEN - Fred
CARTER - Loren
CASEY -
CASWELL - Jim
CHAPIN - Walley
CHASE - Mel
CHOUINARD - Gene
CHRISTENSEN - Tom
CLARKSON - Larry
CLEE - Neil
CLUFF - Terry
CONN - Jim
CONN - Skeets
CORLISS - Dave
COTTRELL - Elda
COURTER - Bonnie
CRAFT - Archie
CROM - Ernest
CRUMB - David
CURRAN - Nancy
CURTIS - Steve
DAVIS - Bill
DAVIS - Dwain
DAWSON - Fred
DAY - Gene
DRIVER - Millard
DUMONT - Margaret
DUMONT - Sue Jones
DUNCAN - Larry
DUNN - Ken
DURDLE - Less
DUSKIN - Don
EDWARDSON - Ron
ELDER - Al
FARRIER - Merle
FIELDS - John
FLYNN - Don
FOISY - Bob
FORRESTER - Neil
FRANCIS - George
FREEL - Dick
GANGLE - Larry
GARRETT - Jim (Big)
GILLETTE - Jack
GLADEN - Jim
GOHL - Dick
GOOD - Tom
GORDON - Jeff
GOSSEL - Marty
GRADY - Kevin
GREENE - Bob
GROSS - Don
GRUETZKE, Bud
GUENTHER - Ellen
GUNTHER - Dick
HAGSTRON - Karl
HALLER - Tom
HANBL - Larry
HANES - Richard
HANLON - Larry
HANSEN - Dave
HARMS - Dick
HARRIS - Cindy
HAVILAND - Bob
HEALY - Steve
HEANEY - Sam
HEATH - Wayne
HERSTINE - Bert
HIENRICH - Karl
HILL - Bill
HOPPY - Richard
HORAK - Fran
HORNEBUCKLE - Diane
HOWELL - David
HOWELL - Loren
HUBBARD - Jerry
HUBBARD - Jim
HUNT - Lee
HURSTEIN - Leonard
HUSTON - Clarence
JELLY - Jake
JENKINS - Greg
JEWELL - Rick
JOHNSON - Joe
JONES - C
JURGENSEN - Willard
KADAJA - Pete
KANGAS - Paul
KAUFMAN - Ron
KENNEDY - Alex
KENT - Dave
KESTER - Harlan
KIVEDRA - Pat
KLINE - Glenn
KOBELIN - Don
KOELLE - Paul
KOHL - Arlan
KOSKI - Leo
KWAITKOWSKI - John
LAKE - Eleanor
LALL - Roger
LAMPMAN - Marty
LAND - Chuck
LANDRAM - Mike
LAUSH - John
LEDGER - Jim
LEESTRA - Helen (90 day)
LENT - Judy
LEVINSON - Janet
LEWIS - Rob
LIEURANCE - Bob
LILLY - David
LISTER - Jack
LOEFFLER - Mike
LONG - Clara Jean
LUCAS - Jim
LUCAS - Linda
LYND - Harold
McCABE - Jess
McCOLLISTER - Mike
McCORMACK - Maynard
McCORMACK - Jean
McGLONE - Forrest
McLAUGHLIN - Bill
McMULLEN - Lila
MAK - Ken
MARSH - Clark
MARSHALL - Merle
MATTHEWS - Art
MATTHEWS - Matt
MAXWELL - Frank
MAYER - Bernie
MEARS - Jack
MEYERHOEFFER - Dale
MILLER - Dale E.
MILLER - Dave
MILLER - Helen (Clerk 1953)
MILLER - Jan
MITCHELL - Bob
MOLZ - Hank
MORRISON - Doug
MOSHER - Dick
NAAS - Cecil
NAVE - Don
NAVE - Richard
NEUFELDER - Karl
NEVILLE - George
NIBBLESTEIN - Alex
NIELSEN - Glenn
NISHIMOTO - George
NIVER - Chuck
NOLTE - Paul
NORRIS - Chuck
O'BRIEN - Bob
OHDRUSECK - Jo Ann
OLSON - Dave
OLSON - Leon
OSTBO - John
OTTENFIELD - Bruce
PAIGE - Jo Ellen
PARKER - Doug
PATTON - Joe
PEDERSON - Jim
PENNER - Barbara
PENNER - Steve
PERSE - Ed
PETERS - C. Carlton
PETERSON - Kai
PHILLIPS - Mike
PIERCE - Stan
POPP - Dick
POWELL - Milton
PRAUSA - Dick
PRIOR - John
PROUDFIT - Chuck
RAGAN - Mike
REMY - Karl
RHOLL - Vernon
RICE - John
RICHARDS - Kannon
RICHARDSON - Jim
RICHMOND - Howie
RIVERS - Bob
ROAM - Gary
ROBERTS - Charlie
RODOSTA - John
ROOT - Elwood
ROUSE - Bill
RUDYS - Joe
SAMUELSON - Dennis
SANGER - Paul
SCHAEFER - Gail
SCHMIDT - Ellen
SCOTT - Charles
SHAFFER - Nancy
SHARPE - Gary
SHERA - Hugh
SHOEMAKER - Lois
SHULTL - Ted
SIEBERMAN - Terry
SIMMONS - Nora
SLATTERY - Jim
SMITH - Branson
SMITH - Cecil
SMITH - Cheryl
SMITH - Doug
SMITH - Verlin
SNELL - Frank
SORENSON - Chet
SPURLIN - Bev
STAAB - George
STANCAR -
STEIN - Rob
STORMS - Murl
SUSTAIRE - Doug
SWENINGSON - Roger
SZWED - Jan
TANKERSLY - Chuck
TARVIN - John
TAYLOR - Dave
TEMPLIN - Luke
TERRY - Tom
THOMAS - Charlie
THOMPSON - Dick
THOMSON - Al
TOOLEY - John
TRAYLOR - Dick
TURNBULL - Chuck
TURNER - Wayne
VAN ZANDEN - Pete
VANDERVELLEN - Floyd
VLADIMIROFF - Bud
WALLOMA - George
WAMPLER - Darrell
WATTS - Jim
WELKER - Lorin
WERT - Steve
WEST - Jim
WETHERELL - Mike
WILKERSON - Bruce
WILSON - Bill
WING - Vi
WINN - Merle
WINTERS - Mike
WOOD - Al
WOODMAN - Don
WOODARD - Larry
YANDELL - Kurt
YOUNG - Frank
ZAIDLICZ - Ed
ZALUNARDO - Laura
ZIMMER - Joe
ZONTEK - Ed

At around this time, the District overcame obstacles and signed a negotiated road maintenance agreement with Woolley Logging Company. It took some doing and persistence on the District's part to have Woolley Logging Company maintain 45 miles of BLM road segments intermingled with their actively used road segments. At that time, W.O. was saying there was no regulatory basis for negotiating a road maintenance agreement with a private company.

Under the agreement BLM paid for equipment time on a negotiated basis. This was a cost saving measure with mutual benefits. (Note: Shades of the A-76 process over a decade ago)

The 1970's brought significant changes in the District. Under the influence of NEPA and other environmental legislation, more attention was given to non-commodity resource values. This led to the formation, eventually, of the Division of Resources. It was established here in 1975, with 13 positions composed as follows:

Chief

Timber Management Specialist

Silviculturist

District Appraiser

Assistant Appraiser

Cruiser

Scaler

Assistant Scaler

Soil Scientist

Fisheries Biologist

Access Specialist

Lands and Realty Specialist

Mining Engineer

Under the leadership of George Nishimoto, the Division had grown to 23 positions by the end of 1981, with the addition of the following:

Archaeologist

Wildlife Biologist

Outdoor Recreation Specialist

Landscape Architect

Geneticist

Forest Inventory Specialist

Fire Management Officer

Hydrologist

Botanist

Assistant to Silviculturist

In April 1983, under Bureau-wide reorganization plans, the Division was reduced to 16 positions. Three positions (Land and Realty, Access Specialist, and Mining Engineer) were shifted to the Division of Operations; three positions (Soil Scientist, Landscape Architect, and Fisheries Biologist) were shifted to the Resource Areas; and one position (Outdoor Recreation Specialist) was abolished.

The endangered and threatened plant program was started in the District in 1977. Responsibilities for the program were assigned to the Soil Scientist, as an auxillary duty. Through his efforts, local representatives of the Oregon Rare and Endangered Plant Species Task Force served as BLM committee members to

CATS
By Bob Soulia

After the Nov. 1975 blowdown, the appraisals section was assigned to the Dillard R.A. to help with their salvage cruising. My stringballer and I were working in the Buck Springs area when we saw a huge set of fresh deer tracks that led almost up to us and then turned sharply away. We were wondering why the dummy ran toward us instead of away. Suddenly, I heard Mickey yell "cats". One huge cougar was chasing another and caught up with him about one hundred feet from us. There ensued the damnedest cat fight ever. Sounded just like up by the hay barn with the volume on full blast. I can remember telling Mickey to hold still, so possibly one cat heard me. Anyway, he broke off the fight and headed back the way he came. The other one came walking straight toward us. He was madder than hell. His ears were laid back and he was lashing his tail and snarling, just like the neighborhood tom cat, only incredibly huge. He was limping and favoring one front foot. His coat was a rich, shiny chestnut brown.

I recall the impressive size of its front legs and long round tail. It was easy to tell that he was one tough hombre, and here I was sitting on a log with my folding hunter in my fist and wishing it was my .357 - then I could have thoroughly enjoyed the situation instead of hovering between fear and apprehension. That knife felt about as effective as a broken toothpick and that damn cat was walking right toward us.

He looked me in the face and I saw him recognize me, but he seemed to care less. At first, I was going to see how close he would get, and then I realized that it would walk right between me and Mickey who was standing about ten feet away. It suddenly dawned on me that Mickey might bolt, and if he did I was afraid that the cougar would jump him so I started to cuss at him which caused him to veer off slightly, limp up a skid-trail and disappear into the brush. Good Riddance.

Afterwards, Mickey said that he thoroughly enjoyed the experience but was hoping that I knew how to handle that knife. Sure!

establish a District program. The committee of five members prepared the first plant survey report for the District.

In 1978, a temporary botanist conducted the first field surveys on proposed projects in the District on a limited scale.

In 1979, the District temporarily hired three members of the initial committee (Joan Fosbvack, Lois Hopkins, and Mildred Thiele) to develop a training package and our first District Botanical report.

During 1980 and 1981, the District hired two temporary botanists to conduct survey clearance work on all proposed projects. They started our herbarium and updated the district botanical report each year.

In 1981, the District established a position for botanist on a full time basis.

In 1984, the District Botanical report contained 54 species listed on the BLM (Oregon) Sensitive Plant list and one plant listed on the Federal list.

No species of wildlife has been more debated in recent years than the Northern Spotted Owl. The inventory for this species of owl (listed on the Oregon list of threatened species) was started in 1975. By 1982 56 known habitat units were identified on BLM lands in the District.

Each of these units is known to support a pair of owls. An additional 30 locations have been identified as occasionally hosting owls.

Some Final Reflections

Bud Vladimiroff was District Manager here in 1955-56, Merle Winn 1956-60, Archie Craft 1960-63, Murl Storms 1963-66, George Francis 1966-76, and I've been the DM since 1976.

Several employees who were in Roseburg during the 1950's and 60's went on to the Washington Office. These included Craft, Storms, Barker, Thompson, Thomson, Sanger, Rivers, Lynd, Berg, Woodard, Zaidlicz, Fields, Boyles, Chase, Richardson, Kaufman, Lent, Mak, Nishimoto, Ottenfeld, Pederson, Richards, Taylor, Vanzanden and myself.

Several former Roseburg District employees went on to be District Managers (14), State Directors (6), and W.O. Division Chiefs (4).

One tradition that has been associated with the Roseburg District for years is its ability to get the job done in an efficient manner. I believe that the most important factors in this are people and attitudes.

When I began work here the field supervisors were out in the field practically every day. We left the office early and we were seldom back before the official hours marking the office closing. There was never any concern that we were being put upon.

It has always seemed to me that a plus about the job was in being your own boss in doing a job. You put in the time necessary to get it done. I have seen a decline in this attitude over the years and I feel it is unfortunate.

I've always thought it to be a desireable feature of the job that you were mature enough to do a job without having someone looking over your shoulder. Having the confidence of your supervisor that you would put in a full day's work for a full day's pay. I get the feeling nowadays that people would rather punch a time clock.

--J. E. H.
Roseburg, Oregon
August 22, 1984

BLM Library
Denver Federal Center
Bldg. 85, OC-521
P.O. Box 25047
Denver, CO 80225